



RTPI

mediation of space · making of place

Planning Statement



**Jasmine Motorsport Ltd
Units 1A-C Mill Lane
Industrial Estate,
Gisburn
BB7 4LN**

April 2026

Kirkwells

The Planning People

Copyright & Non-Disclosure Notice

The content and layout of this report are subject to copyright owned by Kirkwells Ltd, save to the extent that copyright has been legally assigned by another party or is used under licence. This report may not be copied or used without the prior written agreement of the copyright owner, for any purpose other than the purpose indicated in this report.

Third Party Disclaimer

Any disclosure of this report to a third party is subject to this disclaimer. The report was prepared by Kirkwells Ltd at the instruction of, and for the use by, the clients named within the report. This report does not in any way constitute advice to any third party who is able to access it by any means. Kirkwells Limited excludes to the fullest extent lawfully permitted, all liability whatsoever, for any loss or damage arising from reliance on the content of this report.

Table of Contents

1.	Introduction.....	4
2.	The Application Site and Proposed Development.....	5
3	Planning History	5
4.	Planning Policy Context.....	6
	Ribble Valley Policy Context	6
	National Planning Policy Framework (Dec 2024) (the Framework)	7
5.	Planning Justification	10
	Principle of Development.....	10
	Access, Parking and Highway Safety	10
	Design	11
	Amenity	11
6.	Conclusion.....	12

1. Introduction

- 1.1 This report is prepared by Kirkwells on behalf of Jasmine Motorsport Ltd. It accompanies a full planning application for the change of use to the servicing and maintenance of cars with an ancillary element of car sales within units 1A, 1B, and 1C Mill Lane Industrial Estate, Gisburn.
- 1.2 There are no external works proposed to the buildings.

Figure 1: Site Plan



- 1.3 This Supporting Statement should be read alongside the location plan and the existing and proposed site plan submitted.

2. The Application Site and Proposed Development

- 2.1 The application site consists of three industrial units located on Mill Lane in Gisburn. (Units 1A, 1B and 1C).
- 2.2 Prior to the applicant moving into units they were occupied as follows:
- Unit 1A and 1B were occupied by Brainstorm Ltd, which was used as storage for a wholesale trade business since before 2009. (considered to be B8).
- Unit 1C was occupied by John Lund (Gisburn) Ltd for the manufacture and repair of agricultural machinery since before 2009 (considered to be B2).
- 2.3 In addition the final unit 1D was and is currently occupied by Lawn Trade Supplies, for the sales, service and repair of garden machinery.
- 2.4 The development applied for is the change of use to enable all three units to operate as car servicing and maintenance, with an ancillary element of car sales within Unit 1A.
- 2.5 The site is located directly to the north of Gisburn Auction Mart and is allocated as an existing employment area in the Ribble Valley Core Strategy.

3 Planning History

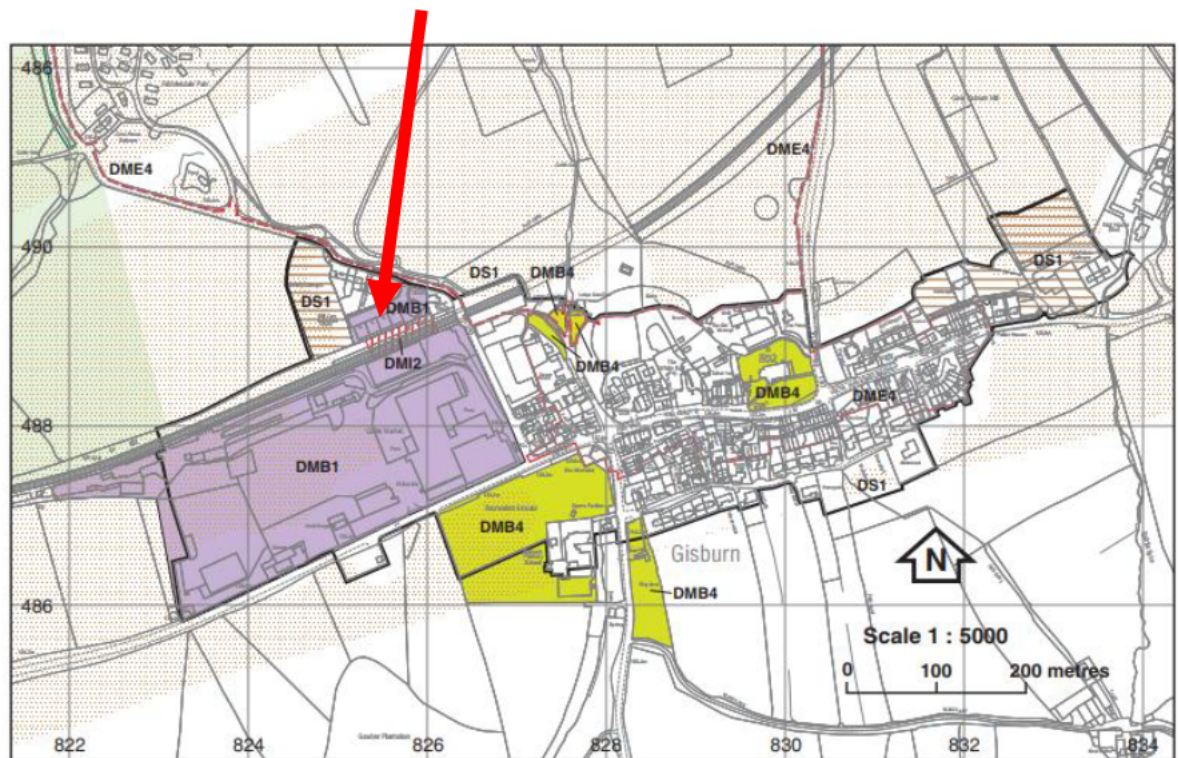
- 3.1 A search of Ribble Valley Borough Council's planning application register shows no planning history for the site.

4. Planning Policy Context

- 4.1 The revised National Planning Policy Framework (The Framework) revised in December 2024, continues to make it clear that planning applications must be determined in accordance with the statutory development plan unless material considerations indicate otherwise.

Ribble Valley Policy Context

- 4.2 The Statutory Development Plan for the application site comprises the following:
- Ribble Valley Core Strategy adopted on the 16 December 2014 and
 - Housing and Economic Development – Development Plan Document adopted 15th October 2019
- 4.3 The site is located within the Protected Employment Area covered by DMB1 of the Ribble Valley Core Strategy and also within the settlement Boundary The application site is denoted by the red arrow.



Inset 32 - Gisburn 1:5,000

Figure 2: Local Plan designation. (Source Ribble Valley Borough Council)

- 4.4 The following policies are the most relevant to the determination of this application:

Key Statement EC2: Business and Employment Development.

Key Statement DMI2: Transport Considerations.
Policy DS1: Development Strategy.
Policy DS2: Sustainable Development.
Policy DMG1: General Considerations.
Policy DMG3: Transport and Mobility.
Policy DMB1: Supporting Business Growth and the Local Economy.

National Planning Policy Framework (Dec 2024) (the Framework)

4.5 The Framework sets out the government's planning policies for England and how these should be applied and is itself a material consideration in planning decisions. The most relevant sections are as follows:

- Section 2: Achieving Sustainable Development.
- Section 4: Decision-making.
- Section 6: Building a strong competitive economy.
- Section 9: Promoting sustainable transport.
- Section 11: Making effective use of land.
- Section 12: Achieving well-designed places.

4.6 Relevant key paragraphs of the Framework are included below:

Section 2: Achieving Sustainable Development

4.7 The following paragraphs relate to achieving sustainable development:

"7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs⁴. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.*

- b) *a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
- c) *an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).”

- 4.8 Paragraph 11 states: *“Plans and decisions should apply a presumption in favour of sustainable development.
For decision-taking this means:*

- c) *approving development proposals that accord with an up-to-date development plan without delay; or*
- d) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

Section 6: Building a strong competitive economy

- 4.9 Paragraph 85 requires planning policies and decisions to help create the conditions in which businesses can invest, expand and adapt.

Section 9: Promoting sustainable transport

- 4.10 Paragraph 115 clarifies that in assessing specific applications for new development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be, or have been – taken up, given the type of development and its location.
- 4.11 Paragraph 116 states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

Section 11: Making effective use of land.

- 4.12 Paragraph 124 states: *“Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or ‘brownfield’ land.”*

Section 12: Achieving well-designed places

- 4.13 Paragraph 131 states: *“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.”*

5. Planning Justification

Principle of Development

- 5.1 The site lies within a defined employment area within the boundary of Gisburn, to the north of Gisburn Auction Mart.
- 5.2 Prior to the applicant moving to the site it was used as follows:
- Units 1A and 1B – Brainstorm Ltd – Wholesale and Trade (Use Class B8)
Unit 1C - John Lund (Gisburn) Ltd - Manufacture and repair of agricultural machinery since before 2009 (considered to be B2)
Unit 1D - Lawn Trade Supplies, for the sales, service and repair of garden machinery
- 5.3 The applicant currently occupies Units 1A, B and C which are used as follows:
- Unit 1A includes the offices and a small showroom,
Units 1B and 1C are used for servicing and maintenance, of predominantly Porsche cars, with 3 bays and 2 technicians. (there is no body spraying or fabrication at the site)
- 5.4 There is a small ancillary element of car sales that operates within Unit 1A, which is the sale of customers cars that are driven to the site.
- 5.5 In relation to the car sales element of the business, over the last financial year a total of 20 cars were sold, amounting to 1.6 a month. This is to be viewed in comparison to the service and maintenance of cars, which ranges between 50-60 per month, amounting to 3.2% of the business at the site.
- 5.6 In terms of accounts, due to the high value of the car sales amounted to 7% in 2025.
- 5.7 It is considered that the service and maintenance business as a whole contributes to the local economy in a significant way with the car sales being a minor ancillary element of the overall business.
- 5.8 It is considered that the principle of the development is acceptable and in accordance with the Ribble Valley Core Strategy Policies EC2, DS1, DS2, and DMB1.

Access, Parking and Highway Safety

- 5.9 Access to the site is via the site entrance off Mill Lane. This access and the car park is shared with the occupier of Unit 1D.

- 5.10 All cars are driven to the site for servicing and maintenance.
- 5.11 The access is safe and is appropriate to the level of traffic the business generates, and there is sufficient parking within the site to accommodate the number of cars accessing the site.
- 5.12 The proposed development is acceptable and in accordance with the Ribble Valley Core Strategy Policies DMG1 and DMG3.

Design

- 5.13 There are no external changes proposed to the building.
- 5.14 The proposal is considered acceptable in design terms and in accordance with the Ribble Valley Core Strategy Policy DMG1.

Amenity

- 5.15 In terms of the amenity of surrounding residents, the previous uses of the site as a whole included B2 uses.
- 5.16 Jasmine Motorsport Ltd operates as a car service and maintenance business with no fabrication or body spraying at the site.
- 5.17 It is considered that the operations are acceptable and there is no impact on residential amenity from the business.
- 5.18 The proposal is considered acceptable in terms of residential amenity and in accordance with the Ribble Valley Core Strategy Policy DMG1.

6. Conclusion

- 6.1 The site is a suitable and appropriate location for the business operations of Jasmine Motorsport Ltd.
- 6.2 It is considered that the service and maintenance business as a whole contributes to the local economy in a significant way with the car sales being a minor ancillary element of the overall business.
- 6.3 It is considered that the principle of the development is acceptable and in accordance with the Ribble Valley Core Strategy Policies EC2, DS1, DS2, DMG1, DMG3 and DMB1 and the Framework

kirkwells

The Planning People

For more information on the contents of this document contact:

Claire Bradley
Kirkwells
Lancashire Digital Technology Centre
Bancroft Road
Burnley
Lancashire
BB10 2TP

